

Board of Trade as to lowering boats, equipping them and testing gear. The boats were on the top deck, or sun deck, about seventy feet above the water.

It was Capt. Clark of the British Board of Trade, Lightoller said, who made the examination of the Titanic before she had been approved by the British authorities. Senator William Alden Smith of Michigan, who conducted the examination of Lightoller, asked him how Capt. Clark was regarded by officers of ships.

"Speaking of Capt. Clark," said Lightoller with a suggestion of a smile, "he is considered a nuisance, he is so strict. He insisted upon every bit of lifesaving apparatus being exhibited, taken out on the decks, lifeboats and such, the lowering of boats and the manning of them. And he will have it done until he is satisfied that everything is all right."

"Was the storage equipped with the same apparatus for the preservation of life in an emergency?" Senator Smith asked.

"Identically the same," said the witness.

**Now Comes the Story**

Senator Smith took another tack. He asked Lightoller if he had ever been in the sea with a lifeboat on. Lightoller said he had.

"When?" asked the Senator.

"After the Titanic sank," said the witness.

"How long?"

"From a half to an hour."

"Did you leave the ship?"

"No, sir."

"Did you leave you?"

"Yes, sir."

"Did you stay until the ship sank?"

"Yes, sir."

The audience pulled chairs closer to the witness, for his voice was modulated, but did not carry very far. He was asked if the suction of the sinking Titanic was a great deterrent in making progress in the water in getting away from her.

"Hardly noticeable," said Lightoller, who supplemented this answer later, as he made it a point only to answer at the time the exact questions asked.

"From what part of the ship did you leave her?" Senator Smith asked.

"Near the officers' quarters."

**One Lifeboat Left, but Useless.**

"Were the lifeboats gone when you found yourself without footing on the ship?"

"All but one, which was in tangle."

Lightoller explained that it was the third boat on the port side which was lowered and had caught. It was impossible, he said, to release it. First Officer Murdoch was managing the tackle.

"At that time did you see Mr. Ismay?" Senator Smith asked, taking another angle.

"No, sir."

"At any time did you see him?"

"I saw him on the boat deck," Lightoller said, "when we started to uncover the boats after the impact. It was about twenty minutes after the collision."

"What was he doing?"

"Standing still," said the witness.

"Well," asked Senator Smith, "was he dressed?"

"I could not say," replied Lightoller. "It was too dark."

He said that at that time there were no other passengers on that deck, but later there were plenty of them.

"Did all passengers have a right to go on that deck?" asked Senator Smith.

"Yes, sir," said the witness.

"Did stowage passengers?" persisted Senator Smith.

"No, sir."

"At such a time?"

"Oh, yes, sir," answered Lightoller, indicating that it was a time when the ordinary routine was not observed.

"There must have been a good deal of confusion, was there not?" asked Senator Smith.

"Not at all, sir," replied Lightoller.

It appeared that the lifeboat which stuck was about fifteen feet from the deck, and Lightoller said there was no opportunity to get to it. The boat never was lowered. It went with the ship.

**Did Not Think Collision Serious.**

"Referring to the collision, when did you see Mr. Ismay after it?" asked Senator Smith.

"Only once," said the witness. "It was about twenty minutes after the collision."

"And he was alone on that boat deck?" asked Senator Smith.

"He was the only one I noticed. I would notice him quicker than I would some messenger, as I knew him."

At that moment Lightoller said he didn't know where Capt. Smith was, but he had seen him on the bridge shortly before.

"Did you believe that the Titanic was in danger?" questioned Senator Smith.

"No, sir," said the witness.

"Did you believe that there had been a serious accident?"

"No, sir," was the answer with slight emphasis on each word.

"What was the force of the impact when the Titanic struck the berg?"

"There was a slight grinding, then shock."

"Any noise?"

"Very little."

Lightoller said that he had not seen Mr. Ismay that night before the collision. He himself was in his berth but was not asleep. He was not fully dressed when he walked forward and saw the captain and the first officer on the bridge.

"What time elapsed after the impact and your appearance on deck?" asked Senator Smith.

"Two minutes," said the witness.

"Who else was on deck?"

"No one but the third officer."

"Did you confer with him?"

"Yes, sir."

"Well, did you think there had been a collision?"

"Not necessarily a collision," said Lightoller.

"Well, what did you think you had struck?"

"Ice."

"Well, why?" asked Senator Smith.

"Naturally jumped at that conclusion," said Lightoller. "There was ice around the Banks."

**More Tests of Temperature Than**

Lightoller said that tests of the water had been made for ice. It was part of the routine. Water was taken from the side of the ship in canvas buckets and the temperature learned by putting a thermometer in it. As the second officer of the ship, Lightoller said he had been in charge of it on Sunday from 6 o'clock in the evening until 10, or until less than two hours before the collision. He would not admit that the water tests were being made solely for the purpose of looking out for ice. It was part of the routine of the ship. The tests were made for routine purposes and other purposes.

"What does the temperature indicate?" Senator Smith asked.

"Nothing more than the temperature of the air," said the witness.

"Does it indicate proximity to icebergs?"

"Well, it indicates cold water."

"How cold?" persisted Senator Smith.

"I'm in it," said Lightoller after a

slight pause. "It was not much over freezing."

**Wireless Warning Defective?**

The witness said that he did not know what the earlier tests of the water that day had showed. No reports had been made to him. He did not think it necessary that night when he was on the bridge in charge of the ship to make tests for the purpose of finding out if the Titanic was in the vicinity of icebergs.

"Did you know that the Amerika had reported to the Titanic the location of icebergs in that neighborhood?" asked Senator Smith.

"I can't say that I saw the message," said Lightoller in reply to a series of questions on the subject. "I heard of the message and that it came from some ship, but I didn't know that it was the Amerika. The message gave the longitude, but not the latitude. The icebergs were reported between 49 and 51."

"Did you get from Capt. Smith that night any information about the icebergs?"

"Not that night," said Lightoller. "I think it was in the afternoon, about 1 o'clock I was on the bridge, having relieved First Officer Murdoch who had gone to lunch."

Capt. Smith, he said, told him of the wireless messages about the icebergs. Lightoller said he couldn't recall just what position the ship was in then, but he could work it out on the chart. When Chief Officer Murdoch returned to the bridge he told him exactly what Capt. Smith had communicated to him.

"What did Murdoch say?" Senator Smith asked.

"All right," replied Lightoller.

"So the chief officer of the ship was fully advised by you that we were in proximity to icebergs?" he was asked.

"Yes, sir."

**More Than 21 1-2 Knots.**

"How fast was the boat going at that time?"

"Between 21 1/2 and 22 knots."

"Was that her maximum speed?"

"I do not know, sir."

"Do you know if she made her maximum speed at any time on the trip?"

"No far as we know," said Lightoller. "She could go faster than that if pushed. We understood that that was not her maximum speed."

"Then you understood that there was reserve power?"

"Yes, sir."

"Had you received any instructions to exhaust that reserve power to make the ship go faster?"

"Well, did you want her to go faster?"

"Yes, sir," said Lightoller, "some time or other."

It was true, the witness said, that he and other officers had talked about the maximum speed and what this new craft of the sea could do in the way of rapid progress for a ship of her size. Lightoller did not hesitate in making this statement but answered as if he couldn't understand why an officer of a ship shouldn't be interested in how fast she could go.

When Chief Officer Murdoch relieved him, Lightoller went to his room. He did not tell the other officers, he said, about the icebergs. The lookout had not been increased when he went on the bridge again at 8 o'clock. On deck there were two junior officers. Capt. Smith was not on the bridge at that time and he did not see Capt. Smith until about 8:35 o'clock. There were two men in the crew's nest, one man at the wheel and one man standing by.

"How was the weather that night?" Senator Smith asked.

"Clear and calm."

"You are apprehensive because of the proximity of the icebergs?"

"No, sir."

"For that reason you did not consider it necessary to increase the lookout?"

"No, sir."

**Captain Was Looking for Ice.**

"Did you see Capt. Smith between 6 o'clock and 8:35 when he came on the bridge?"

"Did not."

"What did Capt. Smith say to you or what did you say to him when he came on the bridge?"

"Probably one of us said 'Good evening.'"

"Didn't say anything else?"

"Yes, sir," answered Lightoller. "We spoke of the weather, the calmness of the sea, the clearness of the night, about the time we should be getting to the vicinity of the ice when we got near it. I was impressed and I had on my mind the proximity of the ice. The captain and I talked about twenty-five minutes."

"Was there any reference to the wireless message from the Amerika?"

"No, I think not," said Lightoller; "but there may have been."

Capt. Smith observed that there was a slight haze which might mean nee to the icebergs. So far as Lightoller knew the Titanic did not reduce speed. Speed might have been reduced without his knowing it.

"How so?" asked Senator Smith.

"The captain did not tell me to slow up," said Lightoller. "I don't know that he might have done so by word of mouth and I would not have known. The commander might have sent word to slow down the ship by reducing the number of revolutions, say from 76 to 72. I don't know that he did that."

"How long did the captain remain on the bridge?"

"Until 9:20."

"Did he leave any special instructions with you?"

"The captain said 'If you are in the slightest degree doubtful let me know.'"

"Answered 'All right, sir.'"

Lightoller said he kept the ship on her course at about the same speed.

"And when next did you see Capt. Smith?" Senator Smith asked.

"When I came out of my quarters after the impact."

"Were you heading toward the vicinity of the ice?"

"Yes, I think we should have been in the vicinity of the ice about 11 o'clock."

**Temperature, 81.**

"Did you talk to Officer Murdoch when you left him on the bridge?"

"No, sir."

"Did he ask you about it?"

"No, sir."

"Well, did you say anything?"

"He remarked on the weather, how clear and calm it was, and the long distance we could see; so clear that you could see the stars setting down to the horizon."

"Cold, wasn't it?" snapped Senator Smith.

"Yes, sir," quietly.

"Sharp?"

"Yes, sir."

"How cold was it?"

"Thirty-one degrees above zero."

"Wasn't it unusually cold for that longitude at that time of the year?"

"No, sir."

**Ship Not Broken in Two.**

The next time he saw First Officer Murdoch was when he came on deck after the collision. The captain was on the bridge and Murdoch was at his side. Lightoller never spoke to him again. Murdoch took charge of getting away the boats on the starboard side. The ship was not broken in two, the witness said, and he did not know of any one being injured by ice falling on the deck from the berg.

"What were the last orders you heard the captain give?"

"When I asked him," said Lightoller. "Shall I put the women and children in the boats?" he answered: 'Yes, lower away.' I don't know how long the vessel was afloat. I was told that it sank at 2:20 o'clock. We came to that conclusion afterward, but no officer told me the exact time."

Lightoller then described the operation of loading the boats and what happened to him. There was a collapsible boat on the top of the officers' quarters. The boat was cut away. As it went over the side a number of men jumped on it. This was the boat which he found overturned later on with no one on it.

**Sucked in and Blown Back.**

"I was standing," said Lightoller, "on top of the officers' quarters. There was nothing more to be done. The last boat had been sent away. The ship took a dive. I faced forward and also took a dive. As I went under the water I was pulled to the grating over the exhaust pipes. I do not know how long I was there. I do know that my head was under water. Then this explosion, or whatever it was, blew me clear out of the water. I did not see debris then. I was not thrown far from the ship. I was barely away from it. As the ship went down and the water rushed over her I was drawn in and against the Gridley great door. There was no door on it. I do not know how I was released. I think the boilers must have exploded again."

Where did you find yourself next on the raft?"

"I was in the same position, but the Titanic had come around. There were a lot of us in the water around it. I got to the collapsible boat which was overturned. There was no door on it. I think I got in by being sucked under the water. When I got to the overturned boat one of the funnels of the Titanic fell within four inches of the boat. It fell on all the people who were there."

"Was anybody saved of those struck?"

"I couldn't say."

About thirty men eventually got to the capsized boat. Among them were John B. Thayer of Philadelphia, Col. Gracie Phillips, the chief engineer, Marconi operator on the Titanic, and Bridge, his assistant. Lightoller said that he thought all the rest of the thirty were firemen of the Titanic. Three or four men slipped off the boat and were lost. One of them was Phillips, the wireless operator.

"Did those men die of cold?" asked Senator Smith.

"Presumably," said the witness.

He said no effort was made to keep any of those in the water from getting to the capsized boat. He took command of the boat as it was blown back. The next he remembers they were about half a mile away from the Titanic.

"When you left the ship did you see any women or children on her?"

"None whatever," said Lightoller.

Everybody he saw in the water had a life preserver. He figured that the men on the capsized boat were firemen, because they were used to discipline and obeyed the few orders he gave. Soon a lifeboat with passengers from the Titanic picked up the capsized boat.

"I counted sixty-five heads, not including my own, when we got aboard the lifeboat. This did not include those in the bottom of the boat. Approximately there were seventy-five in the boat altogether after we got in."

**Why the Boats Were Not Full.**

"How were the passengers selected for the lifeboats?" Lightoller was asked.

"By their sex," he said.

No women were turned back, except perhaps a stewardess. He saw women refuse to go into the lifeboats. He didn't know why they refused to go. He thought one or two families asked to be taken together, but only the women went.

"I counted sixty-five heads, not including my own, when we got aboard the lifeboat. This did not include those in the bottom of the boat. Approximately there were seventy-five in the boat altogether after we got in."

"By the time I got to the third boat I was aware that the situation was serious. Lightoller said: 'therefore I took chances,' and after that I think that I can tell you at this moment. The ship had never been at full speed. This would have been seventy-eight revolutions, working up to eighty. She hadn't all her boilers on. I may say that it was intended if we had fair weather Monday afternoon or Tuesday to drive the steamship at full speed. Unfortunately the catastrophe prevented this."

**Came Off on Last Starboard Boat.**

"Can you describe what you did after the impact or collision?" A. I presume the impact awakened me. I lay for a minute or two, and then I got up and went into the passageway, where I met a steward and asked him what was the matter. He replied, 'I don't know, sir.' Then I went back to my stateroom, put on my overcoat and went up to the bridge, where I saw Capt. Smith. 'What has happened?' I asked him. 'We have struck ice,' he replied. 'Is the injury serious?' I asked. He replied: 'I think it is.' Then I came down and in an entryway saw the chief engineer. I asked him if he thought there was any serious injury. He said he believed there was. Walking along the deck I met an officer on the starboard side and assisted him as best I could in getting out the women and children. I stayed up on deck until the starboard collapsible boat was lowered.

"Was she the last boat?" A. The last, so far as I know; certainly the last on that side.

"Was the captain then on the bridge?" A. I don't know.

"Did the captain remain on the bridge?" A. I don't know.

Senator Smith: Then the statement of the captain that the ship was seriously in danger and that of the chief engineer

## IS MAY LAST MAN IN A FULL BOAT

No One Else Was By To Take the Vacant Place, So He Took It.

HE WAS NOT IN CHARGE

Captain Responsible for 21-Knot Speed and the Watch for Ice.

CAPTAIN ROSTRON HEARD Marconi Says Amateurs Hampered Work—Titanic's Crew Among Witnesses.

James Bruce Ismay, president of the International Mercantile Marine Company and managing director of the White Star Line, testified under oath yesterday before the sub-committee of the Senate Committee on Commerce, composed of Senator William Alden Smith of Michigan, chairman, and Senator Francis W. Newlands of Nevada, as to the part he played in the Titanic disaster, the escape from the ship and the cruise among the ice floes until the survivors were picked up by the Cunarder Carpathia. The inquiry was held at the Waldorf-Astoria, where the sworn newspaper reporters was so large that the first quarters selected for the hearing had to be abandoned and an adjournment taken to the big East Room on the first floor of the hotel. At the morning session Ismay, Capt. Arthur Henry Roston, the commander of the Carpathia, was examined. Marconi was heard in the afternoon and later a number of the Titanic's crew. Mr. Ismay was attended at the hearing by P. A. S. Franklin, vice-president of the International Mercantile Marine Company; Emerson K. Parvin, secretary, and J. Parker Kirlin, counsel for the company. In the room, besides the witnesses and the newspaper men, were Congressman Hughes of West Virginia, whose daughter was one of the survivors of the Titanic, but whose son-in-law, Lucien P. Smith, lost his life in the disaster; W. B. Hibbs of Washington, a personal friend of Major Archie Butt, one of the Titanic's victims, and Truman C. Newberry, former Secretary of the Navy. Gen. Chier, chief of Steamboat Inspection, acted as consulting expert to the committee and is reported to have said that twenty-one knots is twenty-six land miles an hour. Mr. Ismay was the first to be called upon, Senator Smith conducting most of the examination. Here is a full report of his testimony:

**MR. ISMAY SWORN.**

Senator Smith: For the purpose of executing the commands and directions of the Senate of the United States the inquiry which we contemplate will now begin. I have asked here Mr. J. Bruce Ismay. He will please come forward and take this seat (indicating a chair at the end of the table). The formalities of the investigation are such that I shall be obliged to put the oath. I should like it if you will stand and swear. Do you solemnly swear to tell the truth, the whole truth and nothing but the truth, so help you God?

Mr. Ismay raised his hand and said: "I do."

He gave his full name and address as James Bruce Ismay, Liverpool. His age he said was nearing 30, his occupation shipowner.

Senator Smith: Are you an official of the White Star Line? Mr. Ismay: I am.

In what capacity? A. Managing director.

As such an officer were you officially designated to make a trial trip in the Titanic? A. No.

Q. Then it was a voluntary trip on your part? A. I was a voluntary passenger.

Senator Smith: Will you kindly tell the committee the circumstances surrounding your voyage as succinctly as possible, beginning with your going aboard the vessel at Southampton, your place on the ship, and how you were treated, with any circumstances you may feel would be helpful to us in this inquiry?

Mr. Ismay: As near as I remember, it was the first of April that the Titanic made her trial trip, which was perfectly satisfactory.

Q. Will you describe how the trial went? A. I was not present. On the voyage over here we left Southampton at 12 o'clock and arrived at Cherbourg that evening, having made the run at six knots. The ship then left for New York and proceeded to Queenstown, arriving there I think at midday on Thursday. We ranged, I think, about seventy revolutions. We embarked passengers and proceeded at seventy revolutions. I am not absolutely clear as to the speed on the first day. I think it was between 46 and 47. The second day we proceeded at seventy-two revolutions. The third day at seventy-five. I think that day we ran either 576 or 573 miles. The weather continued fine except for about ten minutes of fog on Sunday evening. The accident took place on Sunday night. The exact time I don't know. I was in bed asleep when it happened. The ship sank, as I am told, at 2:20 in the morning. That is all I think that I can tell you at this moment. The ship had never been at full speed. This would have been seventy-eight revolutions, working up to eighty. She hadn't all her boilers on. I may say that it was intended if we had fair weather Monday afternoon or Tuesday to drive the steamship at full speed. Unfortunately the catastrophe prevented this."

**Helped Put Women in Boats.**

Q. How did it happen that women were first aboard? A. The order would naturally have been for women and children first.

Q. Was this followed? A. So far as I observed.

Q. Were all the women and children put in those lifeboats? A. That I couldn't tell.

Q. How many passengers were in the lifeboats you were in? A. I should think forty-five.

Q. Was that its full capacity? A. Practically.

Q. Were the other three you saw filled? A. They were fairly well filled.